

COUNTRY East Germany

TOPIC Doeberitz Airfield

EVALUATION [ ] PLACE OBTAINED [ ]  
DATE OF CONTENT [ ]  
DATE OBTAINED [ ] DATE PREPARED 24 April 1953  
REFERENCES [ ]  
PAGES 2 ENCLOSURES (NO. & TYPE) [ ]  
REMARKS [ ]  
[ ]  
[ ]  
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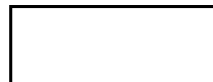
1. On 19 March 1953, [ ] 28 empty aircraft revetments arranged in a semi-circle at regular intervals at the northern edge of Doeberitz airfield.
2. [ ] Lieutenant Colonel Prokhodtsev was chief of the repair shop, were several in-line engines were being repaired. Some lathes were also seen there. Four aircraft crates 1.80x2.50x1.40 meters were being unloaded on the spur track of the field.<sup>1</sup>
3. Air activity observed at the field from 20 through 27 March included:  
20 March. From 11 a.m. to noon, individual Il-10s took off and landed. [ ]  
25X1 [ ] These three planes had red propeller hubs. White propeller hubs on aircraft with no marking on their radar assemblies were also seen.  
25X1 24 March. About 55 Il-10s, 15 of which canvas-covered, were observed at the southern edge of the installation. No air activity was observed at 9:15 a.m.  
25X1 25 March. An estimated 55 canvas-covered Il-10s was observed. There was no air activity at 9:15 a.m.  
27 March. There was no flying.<sup>2</sup>
4. On 20 March, gates I and II of Richthofen Kaserne were still closed. No activities were observed in the billeting area. Passenger traffic there was very light. On 25 March, the two gates were opened again and guarded by one sentry each. The kitchen in building 82 was again in operation.
5. On 27 March, [ ] the barracks installation in Doeberitz occupied by Soviet air force units i.e. buildings Nos 2, 8, 9, 10, 18, 19, 43, 57, 60, 61, 86d and 86c were fully lighted while buildings Nos 3, 4, 5, 6, 7, 11, 12, 13, 16, 20, 28, 29, 32, 54a, 59, and 78 were partially lighted. Buildings Nos 33, 54, 55, 56, 58, 79, 80, 81 and 83 were dark.<sup>3</sup>
6. At 8:15 a.m. on 24 March, 8 trucks were observed passing through the gate separating MSKK Kaserne and Richthofen Kaserne. The trucks were loaded with tent equipment, cable reels, mattresses, canvas to cover aircraft, folding tables, benches and kitchen equipment. Each of the trucks was occupied by 10 to 12 air force soldiers. One of the trucks towed a field kitchen. [ ]  
[ ]

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25X1

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- 25X1 7. [redacted] Unit Kazavittski  
 returned to Doeberitz about 24 March. [redacted]  
 25X1 Captain Maroze, deputy commander of the unit had stated that his unit  
 would soon leave Doeberitz for field training extending over three  
 25X1 months. Preparations for the movement of the unit were already being  
 made.<sup>4</sup> In late March, the buildings previously quartering Unit Kardov  
 25X1 were still empty. No maintenance work was being done in these buildings.<sup>5</sup>  
 On 15 March 1953, Lieutenant Atamanov was transferred to Werder and  
 reportedly given a better paid position.<sup>6</sup>
1. [redacted] Comment. Jet engines are occasionally checked at the aircraft  
 25X1 engine repair shop at Doeberitz airfield. Aircraft crates of the  
 dimensions stated were repeatedly shipped to the installation. For  
 location of the engine repair shop, see Annex.
2. [redacted] Comment. A ground attack regiment equipped with about 55 Il-10s  
 25X1 is still believed to be stationed at Doeberitz airfield.
3. [redacted]
4. [redacted] Comment. Unit Kazavittski [redacted] is the ground unit  
 25X1 of the ground attack regiment. On 24 February 1953, the unit had left  
 Doeberitz for an undetermined place.
5. [redacted] Comment. Unit Kardov is the ground unit of the ground attack  
 25X1 regiment which moved to Alt Loennowitz in late December 1952.
6. [redacted] Comment. Lieutenant Atamanov was supply officer of the GATE of the  
 ground attack regiment stationed at Doeberitz airfield. He was succeeded  
 by Captain Yakushev.

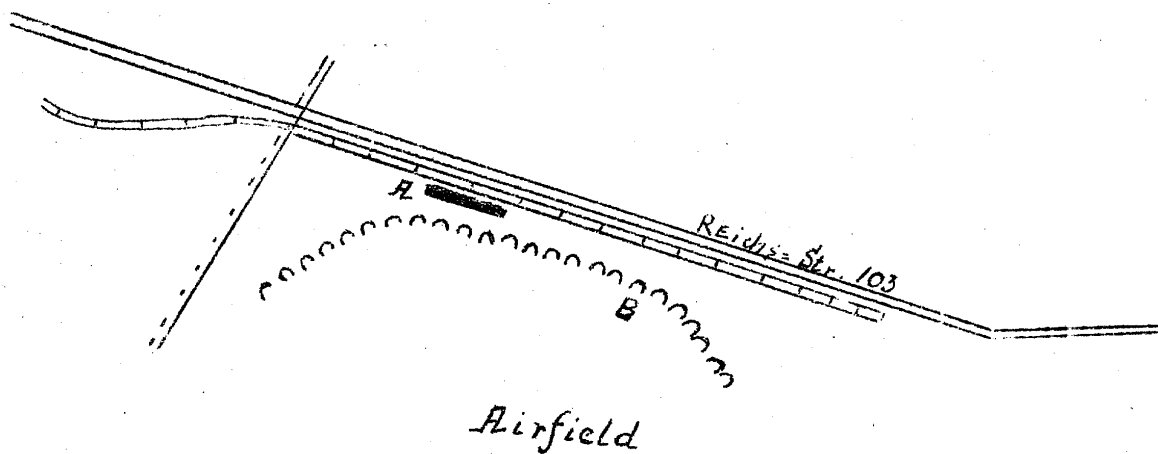
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SECURITY INFORMATION

Doeberitz Airfield



not to scale.



Legend.

- A Aircraft engine repair shop
- B 28 aircraft revetments
- C Hangars
- D Flight control station

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